This document includes Section 14.0 – YC 1607 Class: Vessels that are not Self-propelled, Barges, Lighters, Barracks Craft, Floating Dry Docks, of the Draft EPA Report "Surface Vessel Bilgewater/Oil Water Separator Characterization Analysis Report" published in August 2003. The reference number is: EPA-842-D-06-017

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Characterization Analysis Report
Surface Vessel Bilgewater/Oil Water Separator

Section 14.0 – YC 1607 Class: Vessels that are not Self-propelled, Barges, Lighters, Barracks Craft, Floating Dry Docks

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SECTION 14.0 – YC 1607 CLASS

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14.0 YC 1607 CLASS

The YC 1607 open lighter was chosen as the representative vessel class for Non-Powered Vessels because it contains the largest number of vessels within the group. The naval architecture terminology used to describe general vessel characteristics are further defined in the "Naval Architecture Guide for Modeling Purposes" (Navy, 2001a). General vessel characteristics under full load condition for YC 1607 Class are provided below.

General Vessel Characteristics (Navy, 2001a):

Draft (ft):	6
Length at waterline (ft):	110
Beam at waterline (ft):	32
Displacement (tons):	250

This group includes all non-self propelled vessels such as barges, lighters, barracks craft, and floating dry docks. These vessels do not have propulsion systems, but a few have limited auxiliary machinery such as cranes, pumps, and service generators. These vessels predominantly function as towed transport platforms for either liquid cargo or general supplies in internal tanks or on deck, respectively. For more information about the vessel group and the selection of the representative vessel class, see the *Vessel Grouping and Representative Vessel Class Selection for Surface Vessel Bilgewater/Oil-Water Separator Discharge* (Navy and EPA, 2001a). Vessels in this group receive fluids in the bilge from condensation and rain and green water that may drain through deck openings. Constituents are limited to possible spillage or dripping from the vessel's cargo and the limited auxiliary machinery. The limited internal open spaces, absent machinery from most classes, and lack of a propeller shaft results in the generation of small quantities of bilgewater.

The following marine pollution control devices (MPCDs) passed the screening process, described in the *Marine Pollution Control Device Screen Criteria Guidance* (Navy and EPA, 2000b), and were determined to be viable options in the feasibility analysis for the vessel group (see the *Feasibility Impact Analysis Report Surface Vessel Bilgewater*, hereafter referred to as the Bilgewater FIAR) (Navy and EPA, 2002b)

- Collection, Holding, and Transfer (CHT) (Navy and EPA, 2001c)
- *In situ* Biological Treatment (Navy and EPA, 2001d)
- Oil Absorbing Socks (Navy and EPA, 2001e)

As determined in the Bilgewater FIAR, the CHT option is a feasible MPCD for this vessel group and is presently being practiced by vessels in this group. Application of this MPCD option involves shore-side treatment of collected bilgewater at a properly permitted facility, and as a result there is no direct discharge to the receiving waters. As a result, for the YC 1607 Vessel group, the need for further characterization was considered to be superfluous.